

The China Mail.

Established February, 1845.

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一月十九日四百八十八年

HONGKONG THURSDAY, SEPTEMBER 11, 1884.

日二月七日申

PRICE, \$2 PER MONTH.

1884.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALGER, 11 & 12, Clement's Lane, Lombard Street, E.C. GLOVER & CO., 39, Cornhill. GORDON & GORDON, Ludgate Circus, E.O. BATES & CO., St. Wallbrook. SAMUEL BRAUN & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & CO., 26, Rue Lafayette, Paris.

NEW YORK.—Andrew Wink, 21, Park Row.

AUSTRALIA.—TASMANIA AND NEW ZEALAND.—Gibson & Gibson, Melbourne and Sydney.

SAN FRANCISCO.—American Port Supply, 18, Brant & Black, San Fran-

cisco.

SINGAPORE.—STRATFORD & SAYLE & CO., 2, Swan Quay, C. Hirschman & Co., Manila.

CHINA.—Macao, Monte A. A. de Melo & Co., Santos, Quimby & Co., Amoy, Wilson, Nichols, & Co., Foochow, Heriot & Co., Shanghai, Lane, Crawford & Co., and Keilly & Ward, Yokohama; Lane, Shaw & Ford & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital..... \$7,500,000
Reserve Fund..... \$4,400,000
Reserve for Equalization of Dividends..... \$ 400,000
Reserve Liability of Proprietors..... \$7,500,000

Court of Directors.
Chairman—A. P. McLEWIS, Esq.
Deputy Chairman—Hon. F. D. SASSOON.
C. D. BOTTOMLEY.
M. GROTE, Esq.
H. HOPKINS, Esq.
H. L. DALMUYL.
Hon. W. KIRKWOOD.
A. MOLYNEUX, Esq.
W. H. FORBES, Esq.
M. E. SASSOON, Esq.

Chief Manager.
Hongkong.—THOMAS JACKSON, Esq.
Manager.
Shanghai.—EDWARD CAMERON, Esq.
London Bankers.—London and County Bank.

HONGKONG.
Interest Allowed.

On Current Deposits at the rate of 2 per cent. per annum on the daily balance.
For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " " 4 per cent. " "
" 12 " " 5 per cent. " "

Local Bills Discounted.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, August 25, 1884. 1423

NOTICE
RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$1,500 in any one year.

4.—Deposits may be on behalf of relatives, of trusts, &c., addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank, or at the Post Office. When the form is presented with ten-cent stamps the depositor will be credited one cent.

6.—Deposits in the Savings Bank having \$100 or more at their credit may at their option be withdrawn from the Hongkong and Shanghai Banking Corporation by fixed deposit for 12 months at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the Posts, by means of clean Hongkong Postage Stamps of any value.

8.—Interest at the rate of 2½ per cent. per annum will be allowed to depositors on their daily balances.

9.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

10.—Orders containing Pass-Books, Registered Letters containing Stamps or other Remittances, and generally, correspondence relating to the business of the Bank will, if marked "For Hongkong Savings Bank Business," be forwarded by the Postage and Telegraphic Department by the various British Post Offices in Hongkong and China.

11.—Withdrawals may be made by depositors or their duly appointed agents, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

12.—All documents connected with the business of the Savings Bank are exempt from stamp-duty.

For Me
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 26, 1884. 716

WITH Reference to the above, HU-
WENNS will be communicated on the
1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 26, 1884. 716

PROSPECTUS.

THE HONGKONG & CHINA TRAMWAYS COMPANY, LIMITED.

CAPITAL, 500,000 DOLLARS,
In 10,000 Shares of \$50 each, \$5 payable on
Application, \$10 on Allotment, and the
Remainder by Calls as required.

PROVISIONAL COMMITTEE.—
The Hon. W. KESWICK (Chairman).
The Hon. T. JACKSON.
The Hon. F. D. SASSOON.

C. P. CHATER, Esq.
W. M. DANBY, Esq.
W. H. FRIMES, Esq.
W. K. HUGHES, Esq.
J. A. JOHNSTON, Esq.
J. A. MOSELEY, Esq.
W. W. WOTTON, Esq.

Bankers.—
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Engineers.—
W. M. DANBY, Esq., M. Inst. C.E.
R. K. LEIGH, Esq., Assoc. M. Inst. C.E.

Solicitors.—
Messrs. BRETTON, WOTTON AND
DEACON.

Temporary Office.—
13, PHAYA CENTRAL, HONGKONG.

ABRIDGED PROSPECTUS.

THE Company has been formed for the purpose of constructing, equipping, and working a series of Low Level Steam Tramways in the City of Victoria, Hongkong. Two Special Ordinances (Nos. 6 and 13 of 1883) have been passed by the Legislative Council and the Government authorizing the construction and working of the same.

Victoria is very favourably adapted for Tramways, owing to its configuration, the easy gradients of its principal street, (the main thoroughfare from the East to the West ends, along which the Tramways will be laid), and the immense incessant traffic.

The Tramways will be constructed in the best and most substantial manner, and with all the latest improvements, with steel girder rails, bedded in concrete, but no wood or other perishable material will be used.

The Tramways are intended to be worked by Steam Traction, such being much more economical, trustworthy, and under more effective control, having more power of overcomes gradients, and giving better results (pecuniary and otherwise) to horse, air, steam, &c., electric or other motive power.

The engines will be constructed according to the Board of Trade regulations and will in no way be a nuisance, being almost noiseless, and having no machinery, smoke, or steam visible.

The Committee anticipate, from the relatively low cost per mile of the projected Tramways, combined with other numerous advantages connected with the undertaking, that the dividend returns will be satisfactory.

There is no agreement or contract in existence affecting this undertaking.

Plans and Estimates may be seen at the Office, and the full Prospects and Forms of Application for Shares and other information may be obtained from

THE SECRETARY AND ENGINEERS,
No. 13, PHAYA CENTRAL,
HONGKONG.

APPLICATIONS for SHARES will be Received until the 30th SEPTEMBER.
Hongkong, August 27, 1884. 1319

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

Incorporated under the Companies Act of 1862 to 1883, whereby the Liability of the Shareholders is limited to the amount of their Shares.)

CAPITAL.—\$2,000,000.

First Issue of 100,000 SHARES of £10 Each, Of which 50,000 are Reserved for Issue in India, China, Japan and the Colonies.

PAYABLE

On Application: £1 on Allotment, and the Balance of £8 at such times and in such sums not exceeding £2, as the Directors may determine, and at intervals of not less than one month.

(Interest at Five per cent. per annum will be allowed upon all payments made in advance of Calls.)

Directors.—
CHRISTIAN ALLHUSSEN, Esq.,
D. W. P. Director of the International Bank of London, Limited.

LIONEL R. C. BOYLE, Esq.,
Of Messrs. Boyle, Campbell, Buxton & Co.,
30, Lombard Street, E.C.

W. W. C. ARGILL, Esq.,
Founder of the Oriental Bank Corporation.

E. F. HARRISON, Esq., C.S.B.

Formerly President of the Bank of Bengal.

A. J. MACDONALD, Esq.

Late Sir Charles Forster & Co., and

formerly President of the Bank of

Bombay.

SIR BENJAMIN C. C. PINE, K.C.M.G.,

Oriental Club, Hanover Square, Late

Governor of Leeward Islands.

GRANT HEATLEY TOD-HEATLEY, Esq.,

13, Carlton House Terrace, London, S.W.

Secretary:

THE UNION BANK OF LONDON, LIMITED.

THE BANK OF SCOTLAND (Edinburgh, and Branches).

Master STEER, LAWFORD & GURTON,
3, Drury Lane, London.

Inters. Secretary:

R. T. ROHDE, Esq.,
10, Threadneedle Street, E.C.

Temporary Office: 14, Threadneedle

Street, E.C.

Forms of Application for SHARES may be obtained from the Office of the

ORIENTAL BANK CORPORATION, Hongkong.

All Payments on Application for SHARES are to be made to the HONGKONG & SHANGHAI BANKING CORPORATION, who will grant receipts for the same.

Applications for SHARES will be received until the 15th September.

13th August, 1884. 1307

For Sale.

HIGH CLASS FURNITURE FROM THE FURNITURE EXHIBITION, LONDON, 1884.

SELECTED BY THE SPECIAL AGENT OF

THE HALL & WOTTON CO-OPERATIVE COMPANY.

Specimens of the Latest Styles in
ARTISTIC FURNITURE.

STYLISH,

ELEGANT, AND

MODERATE IN PRICE.

SUITABLE FOR:

HALL, LIBRARY, DINING ROOM,
DRAWING ROOM, BOUDOIR, OR BEDROOM.

REAL INDIAN, PERSIAN, SYRIAN AND OTHER EASTERN RUGS.

FURNITURE COVERINGS of every description.

The above GOODS will be on view, on TUESDAY NEXT, and
following days at

MESSES. LANE, CRAWFORD & CO'S.

The Representatives of the H. & C. Co.,

who are at present in Hongkong, will be happy to give

Estimates and designs for Furnishing throughout

information desired.

For Sale.

NOTICE.

SAYLE & Co. beg to inform their Customers and the Public

in general that in consequence of the Death of the SENIOR

PARTNER, the BUSINESS carried on in HONGKONG will be

CLOSED

On or before the 31st day of August Next,

AND THE WHOLE OF THE

STOCK is now offered at a REDUCTION of 25 per Cent.

on the Marked Prices.

Special terms will be made for parcels of Goods over \$100 in
value purchased at one time.

All Sales from this date will be for Cash only. Customers
are requested to make immediate Payment of Amounts due by

them to the late Firm.

SAYLE & Co.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, June 9, 1884. 951

OVERSTRUNG TRICORD COTTAGE

PIANOS,

by

NEUMAYER & CO., WEIDENLAUER & ROSENKRAN

In consequence of the partial destruction of the bath-house and the carrying away of the connecting bridge by the typhoon last night, the annual aquatic sports of the Victoria Recreation Club, fixed for to-morrow and Saturday, have been indefinitely postponed.

The Government Astronomer reports, to-day that directions to fire the typhoon gun, two rounds, were given at 6.28 p.m. yesterday. At 11 a.m. the following notice was telegraphed through the Central Police Station from 'here': 'Heavy typhoon crossed Hongkong early this morning westward. Over nine inches of rain fall.'

The Agent of the Eastern Extension Australia and China Telegraph Company announces: 'Our Agent at Sharp Peak wire, "Launch service forcibly interrupted by Chinese authorities. Consequently we cannot accept messages for Foochow by direct cable for the present. All messages for Foochow should be marked "via Shanghai" and they should be written in plain English.'

The Macao line was interrupted, but is now restored.

A CORRESPONDENT points out to us that the firearms seized on board a foreign steamer by the Customs at Shanghai were no doubt taken, simply as smuggled goods and not as contraband of war, although the paragraph referred to the articles seized as 'those contrabands of war.' Such goods are contraband, but are not at present, in the absence presumably of any definite notification from the French or Chinese authorities, contraband of war.

The Government Astronomer, writing yesterday, states: 'At 6h 45m a.m. directions were given to fire the typhoon gun one round, a stronger gale being expected here; at 10h 15m a.m., the following notice was telegraphed to the treaty ports: "Typhoon approaching Hongkong from the East. The typhoon is still about E S E of here.'

We trust that residents in the Treaty Ports will not, in future be kept better informed of the approach of typhoons towards this port than are residents here. Not a line was received yesterday either by ourselves or by our contemporary about the weather.

To-day's telegram indicates that the French Government intends adopting a more important course of operations than the seizing of Formosa as a material guarantee. The occupation of that island would, we fear, scarcely bring about a settlement of the difficulty—least for a long time. A week or two ago we ventured to sketch a programme of operations for the French. Its main points were the occupation of Keelung as a coaling station; the destruction of the Nanking Arsenal and fleet in the Yangtze; the partial occupation of the provinces bordering on Tonquin by a French army, which would advance from Langson and other points and be aided by French garrisons on the Kwang-tung waterways; and, if the Chinese Government still refused to come to terms, the landing of an army in the North for a march on Peking. We fancy the French have a covetous eye on the resources of Yunnan and other territory adjoining Tonquin.

M. Blouet, the Paris correspondent of the *Times*, has sent to that journal his explanation of the Langson affair. According to this writer, Li Hung Chang carefully arranged for the occurrence of hostilities between France and China. In other words, Li so managed affairs that the Chinese should resist the occupation of the border towns, but he counted on his countrymen being defeated, whereas the French moved up such a formidable force to take possession of Langson, that it had to retreat when attacked by the Chinese. Had the French driven the Chinese across the borders, Li Hung Chang concluded that his Government would recognise accomplished facts and hasten to conclude a treaty.

Sheriff Guthrie, Glasgow, has issued judgment regarding a disputed shipbuilding account. The pursuers in the action were Messrs A. M. Gillespie & Co., of the *Man Shaw* Steamship Company, 23 Cruched Friars, London, against James Howden, Berkley Terrace, Glasgow, sole partner of the firm of James Howden & Co., engineers and steamship contractors. The pursuers' claim was £27,000 as compensation for the short carrying capacity of the iron screw-steamer *Man Shaw*, which defendant undertook to build to the dimensions and at the price set forth in a memorandum of agreement drawn up between the parties in November, 1882. It was part of the contract that the vessel should be made to carry 1,800 tons deadweight, including coal, on 140 feet draught. The contract price of the vessel was £27,000, and that sum had been paid with the exception of £2,700, which the pursuers had retained in respect of the shortage. A claim by the defendant for £2,700 was also before the Court, and the two suits were consolidated.

The report of the Dockmaster of the East and West India Dock Company is not at all pleasant reading. The river, says the Dockmaster, is in a fair condition. The water is thick and black, and the odour is described as 'unkindest.' What, indeed, is not surprising when we learn that 400 tons of sewage fall into the Thames at the Blackwall entrance daily.

Curious enough among the inventions of modern times will be, if it proves successful, a contrivance the design of which has been recently submitted to the Australian Minister for water-supply. It is a machine for bringing down rain, and is in the form of a balloon with a charge of dynamite underneath. The balloon is to be sent up into the clouds, and the dynamite is to be fired

by a wire connecting it with the earth. The inventor of this marvellous apparatus for dispelling drought really succeeds in what may with accuracy be termed his lofty aspirations. He will rival even that traditional god who brought down fire from heaven, not in a balloon, but in the hollow of a cane.

The *Overland China Mail*, published on Saturday morning, will contain, in addition to about eighty columns of matter, a clear wood engraving showing the positions of the French and Chinese vessels at Pagoda Anchorage just before the recent engagement there. The contents of to-morrow's *Overland China Mail* will be follow:

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A TELEGRAH, dated Madagascar, via Mauritius, July 25, says: "The greatest activity is being displayed by the French. Mules are being requisitioned from Réunion. Mr. Willoughby is at Fianarantsoa, with 10,000 horses, who mainly rely on the fortifications and torpedo pits for defence. Precautions, however, have been taken to fall back on Ambondro, fifty miles from the coast. Half of the troops from Tongking have been sent on to Majunga to form a second army, which will march on the capital from the north for a march on Peking. The Prime Minister would gladly make peace if he could do so with safety to his head. The French enter much from fever and dysentery."

A CURIOUS INCIDENT in connection with the Marlborough Indians has come before Mr. Justice Chitty, upon the hearing of a petition presented by the Honourable Edward Marjoribanks and the Earl of Roden as trustees of the late Duke's settlement. Among the family jewels is a sword belonging to the 'First Duke' of Marlborough, which was set with 134 rare diamonds. The late Duke sold these jewels for £1,300, and replaced them with crystals, and with the proceeds of the sale and his own money purchased three large diamonds, which were set in a necklace for the Duchess, and cost £1,635. By his will the Duke left his trinkets to his wife, but specially excepted the diamonds in the necklace. The sanction of the court was now asked to an arrangement by which the diamonds are to be accepted as an equivalent to the stones taken from the sword, and to be regarded as an heirloom. Mr. Justice Chitty, with the assent of the parties interested, sanctioned the arrangement, and at the same time stated that he did not think the transaction was any reflection on the late Duke.

SHERIFF GUTHRIE, Glasgow, has issued judgment regarding a disputed shipbuilding account. The pursuers in the action were

Messrs A. M. Gillespie & Co., of the *Man Shaw* Steamship Company, 23 Cruched Friars, London, against James Howden, Berkley Terrace, Glasgow, sole partner of the firm of James Howden & Co., engineers and steamship contractors.

The pursuers' claim was £27,000 as compensation for the short carrying capacity of the iron screw-steamer *Man Shaw*, which defendant undertook to build to the dimensions and at the price set forth in a memorandum of agreement drawn up between the parties in November, 1882. It was part of the contract that the vessel should be made to carry 1,800 tons deadweight, including coal, on 140 feet draught. The contract price of the vessel was £27,000, and that sum had been paid with the exception of £2,700, which the pursuers had retained in respect of the shortage. A claim by the defendant for £2,700 was also before the Court, and the two suits were consolidated.

The Sheriff in a note said he proposed to

take the *Facile* as his model for the

construction of the vessel.

The *Facile*, a steamer, was

hanging by the bows of the steamer when

she touched the shore and was thrown up

on the Praya by the force of the sea.

While assisting in getting the hawser from the *Tsingtao* fixed on shore, one of the European members of the Water Police, Sergeant Ellis, had a very narrow escape from drowning, being pulled off the Praya into the water by the recoil of the cable. He was in the water for several minutes, and was in great danger of being crushed against the stone wall, but was fortunately rescued by some of the intrepid members of the community who were gathered on the Praya and rendered valuable assistance in saving the *Tsingtao* from more serious damage.

The *Tsingtao*, whose bow was fast aground at low water, was floated off with very little difficulty this morning, about noon. The steam tug *Fame* fastened a cable on to the steamer's stern, and, with the help of her own engines, the *Tsingtao* backed off and steamed into the middle of the harbour, where she came to anchor.

Most of the wharves have suffered more or

less from the effects of the gale; the *Henken*,

deduction for the loss of speed which the pursuers would have suffered if the vessel had been built according to contract. From the pursuers' own evidence it appeared that the vessel would have lost considerably in speed if the defender seemed to believe so much as to make her really not a sea-going ship. The Sheriff took it that the loss of speed would have been very material, and the earning power of the ship would not only be less of time but have to carry more coal to sustain an equal weight of cargo. He took 50 tons as the quantity of coal so added and of cargo so displaced, and deducing £450 from £2,700, assessed the pursuers' damages at £2,250.

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For Sale.

PUBLICATIONS BY J. DYER BALL.

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